(a) There has been a slight deterioration in the schedule of Indian Airlines services due to weather, miscellaneous and consequential reasons which are beyond the control of Indian Airlines.

(b) Yes, Sir.

(c) Passengers have been requested to report for check-in sufficiently in advance.

Recruitment of pilots in the Indian Airlines

2789. SHRI R. RAMAKRISHNAN: Will the PRIME MINISTER be pleased to state:

(a) whether Indian Airlines have recently recruited some pilots; and

(b) if so, whether a majority of them are sons of the serving pilots?

THE MINISTER OF STATE IN THE MINISTRY OF TOURISM AND CIVIL AVIATION (SHRI ASHOK GEHLOT): (a) and (b) No, Sir. Indian Airlines have however, initiated action for induction of pilots, which is likely to be finalised by the end of September, 1985.

Selection of check pilots instructors and examiners

2790. SHRI R. RAMAKRISHNAN: Will the PRIME MINISTER be pleased to state:

(a) what are the norms for selection of check pilots, instructors and examiners in the Indian Airlines, Air India and D.G.C.A.; and

(b) whether all those selected have a record free of accidents?

THE MINISTER OF STATE IN THE MINISTRY OF TOURISM AND CIVIL AVIATION (SHRI ASHOK GEHLOT): (a) The norms for selection of check Pilots, Instructors and Examiners are as follows:—

(i) They should be regularly flying the aircraft on which the approval is sought.

(ii) They should have adequate Pilot-in-Command experience (both day and night operations) on the type of aircraft and should have consistently shown satisfactory proficiency.

(iii) They should be known for their impartiality.

(iv) They should have sound technical knowledge of the aircraft and its operations and should be good in judging the flying assessment of others.

(v) They should also have accident/incident free record during the preceding three years.

(vi) For a Commander to be approved as an Examiner, he should have adequate experience as Instructor and for one to be approved as an Instructor, he should have previous experience as a Check Pilot or have had experience as an Instructor on another type of aircraft.

(vii) The Pilots approved on a new aircraft should undergo training and satisfactory flying tests before exercising the privileges of Instructor/Check pilot as the case may be.

(viii) Seniority, Position held in the Corporation, remuneration received by the Commanders should not be the primary considerations for nomination.

(ix) *Requirements of flying experience*

(A) *Check Pilot*

(i) Total Flying experience — 3000 hours

(ii) Total Command experience — 750 hours

(iii) Total Command experience on the type — 500 hours

(B) *Instructor*

(i) Total flying experience — 3000 hours

(ii) Total Command experience — 1250 hours

(iii) Total Command experience on the type — 1000 hours

(iv) Has acted as a Check Pilot on the type or Instructor on another type of aircraft.

(C) Examiner

(i) Total experience — 4000 hours

(ii) Total Command experience — 1500 hours

(iii) Total Command experience on the type — *1000* hours

NOTE. 1 Relaxable upto 500 hours in case total Command experience is over 2000 hours or the individual has previous experience as Instructor/Eamine, on another type of aircraft.

(iv) Total experience as Instructor on the type — 50 hours

NOTE. 2 Simulator instructor experience can be counted.

NOTE. 3 The Criteria at serial numbers (a) (vi) and (ix) (B) are not applicable to Air India as they have only Check Pilots and Examiners.

(b) All those selected have a record free of accident incident during the preceding three years of the selection.

Court of enquiry into crash of IAC boeing 737 at Dum Dum airport

2791. SHRI R. RAMAKRISHNAN: Will the PRIME MINISTER be pleased to refer to the reply to the Unstarred Question 117 given in Rajya Sabha on the 14th March, 1985 and state:

(a) whether court of enquiry appointed into the crash of IAC Boeing 737 at Dum Dum airport in Calcutta on 8th February, 1985 has submitted its reports;

(b) if so, what are the findings of the enquiry; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF TOURISM AND CIVIL AVIATION (SHRI ASHOK GEHLOT): (a) to (c) The Inspector of Accidents has submitted a report to the Director General of Civil Aviation who is examining it before submitting it to Government. A Court has not been appointed to investigate the accident.

Kidnapping of Munna in France

2792. SHRI S. W. DHABE:
SHRI ASHWANI KUMAR:

Will the PRIME MINISTER be pleased to state:

(a) whether it is a fact that a bear "Munra" was kidnapped in France where it was taken for the Festival of India to charm the people with its gimmicks by the French animal lovers in the second week of July, 1985;

(b) if so, what steps have been taken to recover it from the kidnappers; and

(c) what are the reasons for kidnapping this animal?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL AND TRAINING, ADMINISTRATIVE REFORMS AND PUBLIC GRIEVANCES AND PENSION AND IN THE DEPARTMENT OF CULTURE (SHRI K. P. SINGH DEO): (a) The dancing bear Munna, sent by the Indian Hotels Corporation to Paris to perform at the Inaugural Mela of the Festival of India for which they were the caterers, and subsequently at their restaurant in Paris, was kidnapped while in France.

(b) The bear was recovered with the help of the local Paris prefecture, from a zoo in the Loire Valley and eventually sent back to India along with its keeper on 1st August, 1985.

(c) Reasons for the kidnapping were reportedly the maltreatment of the bear by lodging it in a small wooden cage and being made to perform for the entertainment of humans.